



## MEMORANDUM

**TO:** SCAG Transportation Conformity Working Group

**FROM:** Erik Ruehr, VRPA Technologies

**DATE:** February 28, 2008

**RE:** I-215 Widening Project, Murrieta Hot Springs Road Scott Road  
Build and No Build Traffic Forecasts

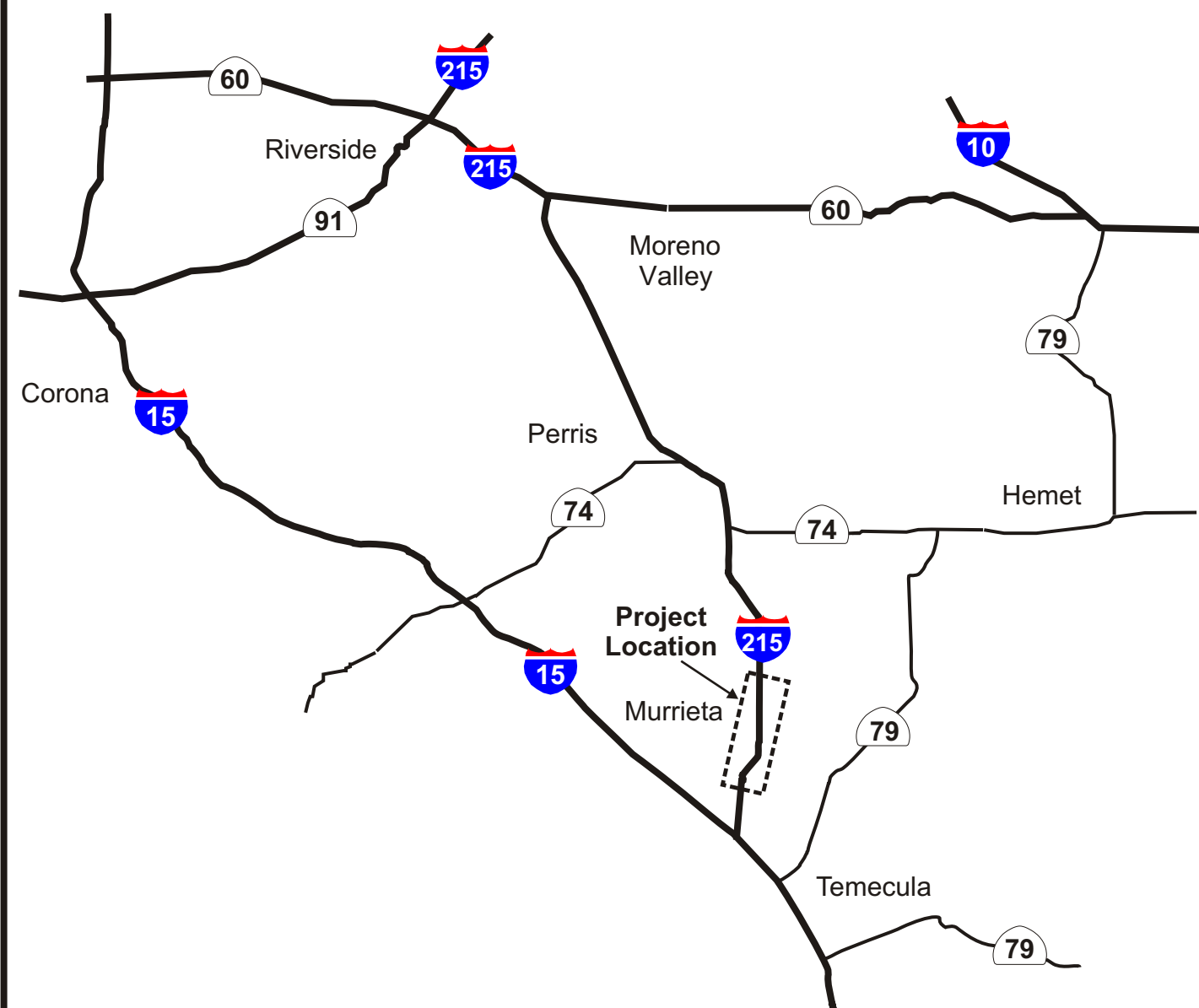
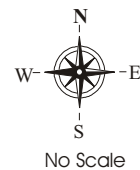
The Riverside County Transportation Commission (RCTC) is in the process of preparing a Project Report and Environmental Document for the widening of I-215 from four lanes to six lanes between Murrieta Hot Springs Road and Scott Road, as shown in Exhibits 1 and 2. This project was discussed at the February 26 meeting of the SCAG Transportation Conformity Working Group and questions came up regarding why the build and no build traffic forecasts were showing the same volumes for ADT. This memorandum was prepared to provide further clarification.

A traffic analysis used to evaluate a transportation improvement project typically includes analysis of a No Build condition that assumes the project is not built and a Build condition that assumes implementation of the project. For a typical mainline improvement that adds capacity to the facility, it is normal to expect that if congestion is reduced additional trips will occur on the facility. The additional trips occur because congestion normally encourages trips to divert to other facilities that parallel the subject facility under study. After the improvement, one would expect the diverted trips to return. The following rationale is provided for why this will not occur for the subject I-215 project:

- ◆ The segment of I-215 that is the subject of the proposed widening project is a relatively short freeway segment (approximately 6 miles). While the widening project is expected to increase capacity and reduce delay, the relatively short length of the project indicates that it will not divert regional trips from other facilities to take advantage of the delay reduction that would be achieved by implementing the project. The inconvenience of diverting a regional trip to I-215 would outweigh any savings in travel time gained by the reduction in traffic congestion.

- ◆ There are no major local streets that run parallel to the proposed project that would provide a logical diversion route for traffic demand that would otherwise use I-215. Therefore, traffic congestion on I-215 in the No Build condition would not lead to significant diversions of traffic to the local street system.

In summary, drivers that face traffic congestion that occurs in the No Build condition are expected to have no major alternative routes and the traffic forecasts on I-215 and the surrounding roadway network are not expected to be significantly different in the No Build and Build condition for the proposed project.



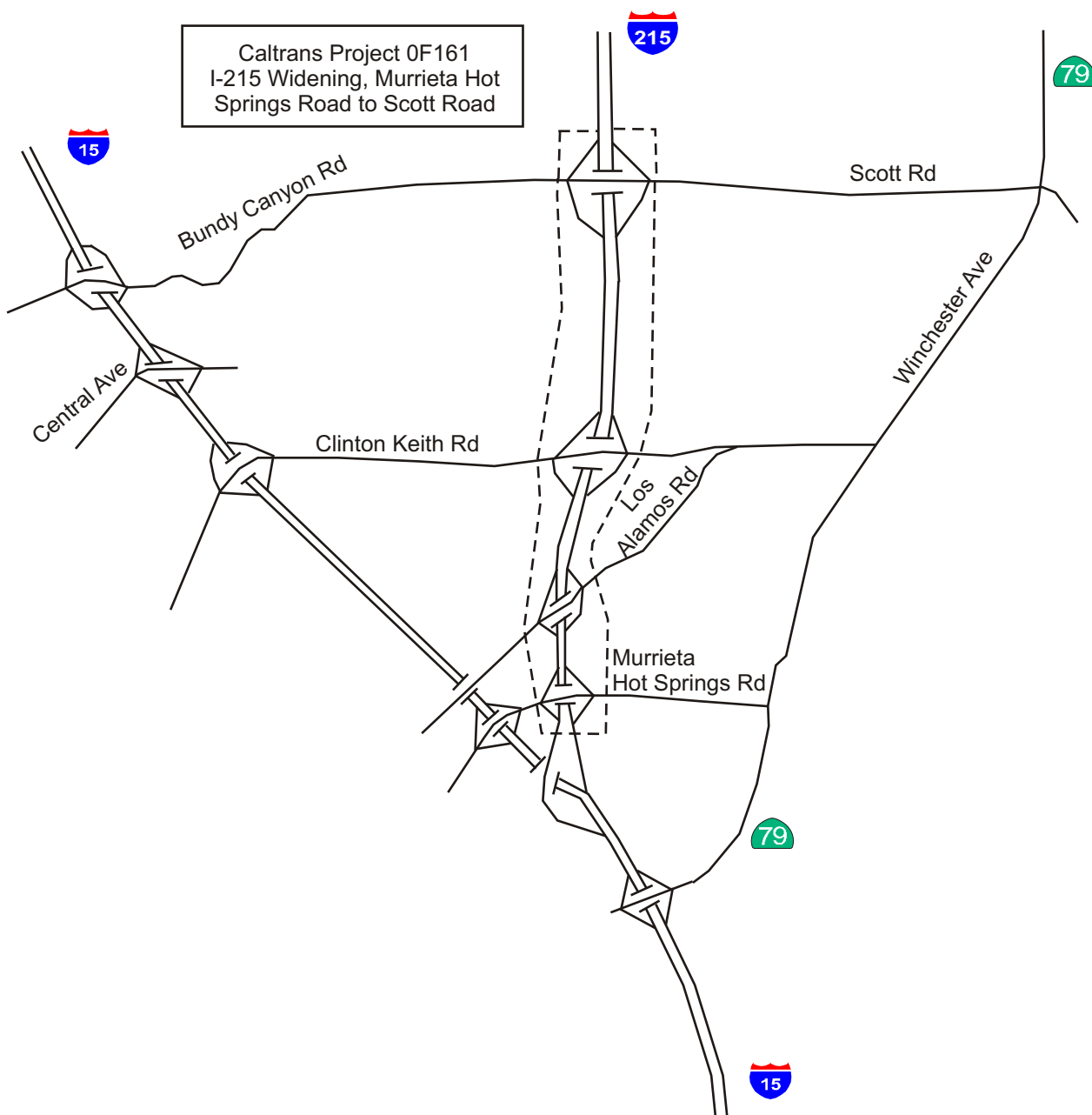
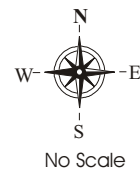
## Project Location

## Exhibit 1

### Legend

 Project Location





## Study Area

## Exhibit 2

- Legend**
- Freeway
  - Arterial Street
  - Approximate Project Limits

